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RIVER CURRENTS

SECOND COAST GUARD DISTRICT - MARCH 1979

Group, ANFAC Fight Hunger in Owensboro

Over 150 unfortunate citizens of Owensboro, Kentucky, had a little happier Christmas thanks to a food drive conducted by Coast Guard Group Ohio River over the holidays. Group Ohio River, in the first drive of its kind conducted by Coast Guardsmen in the area, collected enough food to make up 23 baskets weighing between 45-60 pounds each. River Currents talked with LT. F.F. Lieder, commanding officer of Group Ohio River, about the drive:

RC: When did the drive begin?

Lieder: About a week before Thanksgiving.

RC: Why a food drive, rather than another kind of fund raising activity?

Lieder: There's a couple of reasons for a food drive. First off, it is the most basic human need. Second, we wanted to be very careful not to step on anyone's



Personnel from ANFAC Owensboro and Group Ohio River stand behind unsorted food. Left to right: MK2 Peter A. Riehle; HM2 Michael L. O'Conner; BMCM A.L. Watts; RM1 Michael F. Janz; YN3 Keith B. Ballurio; LT F.F. Lieder, Jr. (Photo by: SS3 Jessie Klapheke)

2nd District Personnel Receive CFC Awards



This year's St. Louis Area Combined Federal Campaign (See February RC) broke a record. CDR Al Cattalini, Project Officer for the campaign, holds the Meritorious Achievement award given by the CFC and presented by 2nd District Commander RADM Wayne E. Caldwell. Wendell C. Jackson, the Loaned Executive Officer for the campaign, holds his certificate of Appreciation. (Photo by SN Dona Frank)

toes. Goodwill and Salvation Army take care of clothing, and the Marines collect toys, so food was an open field. Just to be sure, we visited all of the charitable agencies in the area before we began our drive, to be sure there were no objections. In fact, they gave us much valuable help and advice, including providing us with a list of needy families.

RC: How much did the food drive cost?

Lieder: Nothing; just our time.

RC: How much time did the food drive take?

Lieder: About a week beforehand to set it up; three or four days for wrapping and sorting; and then about four or five days after the drive for the yeoman to write the thank-you notes. Collection of the baskets always takes longer than you think it will, because one of the nice fringe benefits that grows out of such a drive is the publicity, but that also means waiting for the tv cameras to arrive, and they're always late.

Another time consuming aspect of the drive is the personal visits to obtain sites

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National Boating Safety School

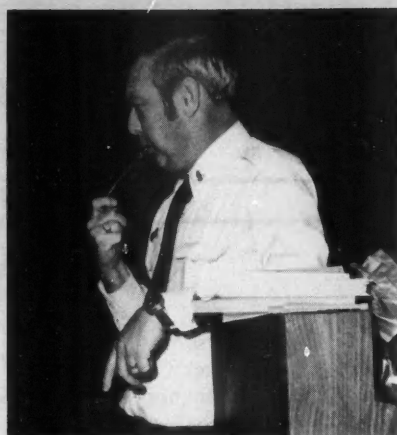
"They will always remember that their countrymen are free men, and, as such, are impatient of everything that bears the least mark of domineering spirit."—Alexander Hamilton, *Regulations*, 1790.

One of the oldest functions of the Coast Guard is the boarding of boats and vessels in the enforcement of Federal law. As Alexander Hamilton foretold,



Orlando Herrerra, of New Mexico, works on an assignment. The school furnishes all supplies and books, including the attache case shown here.

this duty often brings the Boarding Officer into a delicate relationship with the law-abiding public. Anyone assigned to boating safety duty must be a well-trained professional. The National Boating Safety School, located in Yorktown, Virginia, provides the background needed to those assigned to this type of duty. The school recently held two-week sessions at the Stratford House Inn, in Fenton Missouri. Over eighty people attended the courses, including regular Coast Guard, Reserve, and state water enforcement officers. The courses were designed to provide a primer in proper boarding techniques, and Federal requirements for recreational boats; emphasizing the importance of the Boarding Officer using good judgment and exhibiting a professional manner when boarding. Also emphasized was that the image the Boarding Officer projected, good or bad, reflected on his organization. Of those who attended, most thought the school was worthwhile. Gary Atkins, a Kentucky State Water Patrolman, summed



MKC Gerald Andrews, an NBSS instructor, demonstrates a whistle to find out what sound producing devices are audible for at least one-half mile.

it up best: "To get all these people together from all these different states and teach them was really something. I think they did a great job."

Photos and story by

PA3 Michael Waller

MSO Pittsburgh Monitor

Gas Spill Clean-Up

Coast Guard Marine Safety Office Pittsburgh monitored the clean-up of a gasoline spill in the Ohio River near East Liverpool, Ohio, Jan. 12. The spill occurred when a tank truck overturned on Route 7 and spilled about 4-thousand gallons of gasoline on to the highway. A sewer outfall near the highway allowed six hundred gallons of gasoline to enter the Ohio River.

Clean-up operations were complicated when the wake from a passing towboat dislodged ice that was trapping the spilled gasoline.

The only injury that resulted from the incident occurred when a Coast Guardsman fell through a manhole covering a sewer. MST3 James Markgraf suffered a cut in the fall that required five stitches to close. "I'd walked over that thing a dozen times that day and nothing happened," commented MST3 Markgraf. "It was above a drop of almost 20 feet. I probably would have been hurt worse if I hadn't caught myself on an overhanging ledge."

Clean-up operations were conducted by the company that owned the truck. By January 13, the clean-up was completed.

RMC = Tax Advantage

As servicemembers begin gathering their financial statements to fill out 1978 federal income tax forms, they should be aware of the "tax advantage" aspect of their Regular Military Compensation (RMC) income.

RMC is defined as the sum of basic pay, quarters (BAQ) and subsistence (BAS) allowances, and the tax advantage that accrues because the allowances are not subject to federal income tax.

The main problem with the "tax advantage" portion of RMC is understanding how to compute it. Most people have a tendency to compute "tax avoided" rather than "tax advantage."

Tax advantage is the additional amount of income a military member would have to earn, if his or her basic pay and allowances were fully taxable, to yield the same cash take-home pay (after federal income taxes but exclusive of social security deductions) as he or she now receives with only basic pay taxable. Stated another way, it is the additional amount a civilian would have to earn to realize the same take-home pay as the military member.

Consider a married E-5 with one child and more than four years of service, living off base and taking the standard deduction:

Pay and Allowances System	
Basic pay	\$7,506.00
BAQ	2,350.80
BAS	1,095.00
Total	10,951.80
Income Tax	-144.56
Take home pay	\$10,807.24
Equivalent Fully Taxable System	
Civilian Salary	\$11,735.83
Total	\$11,735.83
Income Tax	-928.59
Take home pay	\$10,807.24

Thus, the military member's tax advantage is the difference between the cash income of \$10,951.80 and \$11,735.83 civilian salary that would have to be earned in order to have the same "take-home" pay. This amount is \$784.03.

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ANFAC Fight Hunger (Continued From Page 1)

for your baskets. It's easy to ignore a letter, or say no over the phone, but for some reason, people find it harder to say no to a person's face.

RC: Any special technique for selling the program to store owner's and managers?

Lieder: Selling the drive isn't the hard part; most people want to cooperate. Once you have the first store participating it's just a matter of casually mentioning to the managers that their competitor is part of the drive, and the drive sells itself.

The hard part is basket positioning. The placement of the donation basket is crucial, and usually the place that's perfect for your basket is already occupied by a candy machine or some type of vending operation that is making money for the store. That means you have to talk the store manager into moving his machine.

RC: If you could give advice to a unit that wanted to organize a food drive, what would you tell them?

Lieder: First, get the crew behind the drive. If the crew does not want to do a food drive, don't even try to do one, because it won't work. The personnel at the Group Ohio River office and the

ANFAC were enthusiastic about the drive, and they made it work. Second, and slightly less crucial, is decorate the food baskets that are sitting in the entrances to the stores elaborately. We had huge signs above our baskets declaring them to be for a food drive, and we covered the boxes with white paper. Unfortunately, to some people white is the symbol for sanitary facilities, and a number of gum wrappers and cigarette

butts found their way into our food baskets. The problem resolved itself as soon as the first can of food was in the basket; then people realized what it was for. Had we decorated the baskets more elaborately we wouldn't have had that problem at all.

The drive was a lot of work, and anyone thinking about a food drive should be aware of that, but they should realize that the work is rewarding. It was as much fun as decorating a Christmas tree, and no one ever complains about working on that.



The families of Owensboro Coast Guardsmen were an important part of the food drive, from lettering the signs to loading the trucks. Here the loaded, wrapped parcels are ready to go. (Photos by SSJ Jessie Klapheke)

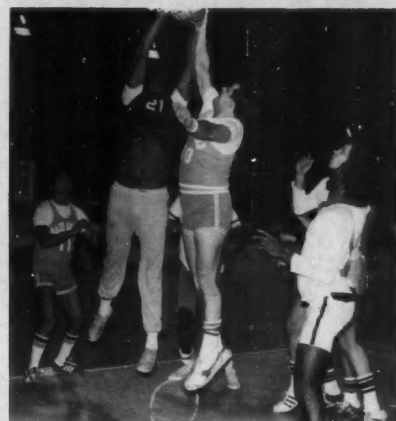
2nd District Basketball

"We've lost six games out of eight and we don't mind it one bit," 2nd District Basketball Coach YN2 Bob Woolsey recently affirmed. "As long as we stay in shape, we're all winners. Besides, we'll get our revenge during the softball season," Woolsey laughed.

Revenge may come sooner than that for battered but intrepid 2nd District basketballers. League play has been extended for another eight games, and

after that, a tournament is scheduled. The most recent loss came at the hands of the top ranked team in the league, and it was a 52-56 heartbreaker. That leads River Currents to suspect that the second half of season play may find a new trophy in the 2nd District's possession to keep the third place flag football trophy company.

The team plays its games at the Granite City Army Depot gymnasium.



YN2 Woolsey goes up to block the shot while SNYN Najera gets set for the rebound.

(Photo by: SN R. Muller)



LT Legate battles for the basketball.

(Photo by SN R. Muller)

Team members include: LT F.H. Legate, LCDR B.W. Thompson, LTJG T.F. Conlan, SK3 J. Erickson, SN I. Morning, QM2 R. Moulton, SNYN C. Najera, BM2 T. Steele, YN2 G.R. Woolsey, SK3 M. Gooden, SK2 A. Cobb, SK1 J.D. Bandhauer.

RMC Tax Advantage (Continued From Page 2)

It should be remembered, however, that many E-5s are single and receive a quarters allowance of \$1,573.20 instead of the \$2,350.80 used in the example. Also the tax advantage varies as the number of tax exemptions change.

A few additional examples of the range of RMC and tax advantages are shown below. Generally, the lowest RMC in any particular pay grade will be for the member without dependents, drawing single BAQ, and the highest RMC will be for the member with one dependent who is drawing "With Dependents BAQ."

Example RMC Ranges and Tax Advantages				
Pay Grade	Years of Service	Dependents	RMC	Tax Advantage
E-6	Over 6	0	\$12,339.16	\$ 793.56
		1	13,235.28	767.88
		5	13,153.58	686.18
O-1	Less than 2	0	12,698.82	785.22
		1	13,159.85	673.85
O-4	Over 14	0	27,869.65	2,448.85
		1	28,040.02	1,964.02
		5	27,766.62	1,690.62

2nd District Inspection Carol

(Editor's Note: BMC M. Luna of 2nd District (di) was recently inspired to write this poem about his duties. It can be sung to the tune of "Jingle Bells" or muttered under your breath during a District Inspection)

Dashing Through The Snow
Travel Orders In Hand
O'ER The District We Go
On River And On Land.

Whistles And Bells We Ring
While We Do Our Thing
O What Fun It Is To say
DI Will Come Today.

CHORUS...

Check-Off Lists—Check-Off Lists
Check It All The Way
If You Don't—If You Won't
There'll Be Hell To Pay

Pipe All Hands On Deck
ID's And Faces We Check
Shiny Shoes On Feet
Hair Is Cut And Neat.

Underway We'll Get
To See How Buoys Are Set
Check The Records And Files,
Chow, Fuel And All The Miles.

CHORUS

Call All Engineers
Check The Clutches And Gears
Gauges Must Be True
For Power To The Screw.

Drills We Will Commence
All Hands We Don't Want Tense
Don't Run And Try To Rush
Pass All Them You Must.

CHORUS

Ships Company Wants To Know
On How Did It All Go
Listening For The Word
Hoping To Be Heard.

Happiness You See
Is Getting The Big "E"
O What Fun It Is To Say
DI Passed Us Today

KANAWHA Rescues Man Overboard

A small boat from CGC KANAWHA rescued a man who had fallen off the commercial towboat, Tri-W February 8. KANAWHA was working aids to navigation between Cairo and Memphis when they received a call for assistance over the marine radio. KANAWHA's small boat picked the man up and returned him to the Tri-W, where he was treated for hypothermia.

The small boat's crew included: BMC Robert Pickerd; SN Richard Bonds; and SN Kent E. Cook.

Welcome Aboard

River Currents Welcomes the following personnel to the 2nd District:
BM1 G.E. Robinson . . . MSO Paducah
BM3 M.P. Winkle . . . MSO Minneapolis
MK1 T.P. Coonse CGC OBION
MK3 T.E. Drew ANFAC MEMPHIS
BM3 T.W. Cooper . . . CGC GASCONADE
SK2 J.W. Case O'CCGD2
EM3 R.D. Taylor CGC LANTANA
MK3 S.L. Ormerod MSO Nashville

DISTRICT COMMANDER
RADM Wayne E. Caldwell
Chief of Staff
CAPT J. W. Leadbetter
Public Affairs Officer
LTJG Louis M. Farrell
Assistant Public Affairs Officer
PAC Donald G. Wood

Editor
PA2 Dennis H. Post
Photojournalists:
SN Dona R. Frank
PA1 Roy Compton
SN Richard Muller

An unofficial publication, RIVER CURRENTS is published under the direction of the Public Affairs Office.

News, feature stories and photographs are solicited from all Coast Guard personnel. Material will be published on a space available, news significance basis and by-lines may be given, if requested.

